

Time	Item	Page #
1:00	1. Call to Order / Record of Attendance / Excused Absences	
1:02	2. Public Comments	
<u>FOR ACTION</u>		
1:05	3. Consent Agenda <ul style="list-style-type: none"> a) July 14, 2022 Board of Directors Meeting Minutes b) July & August 2022 Vouchers c) 2022-2025 Transportation Improvement Program September Amendment d) SFY 2022-2023 Unified Planning Work Program (UPWP), Amendment 	
1:10	4. DivisionConnects: Phase 2 Report (Jason Lien)	2
1:15	5. Safe Streets for All: SRTC Grant Proposal (Mike Ulrich)	18
1:25	6. Alternate Meeting Location for October Board Meeting (Lois Bollenback)	
<u>FOR INFORMATION AND DISCUSSION</u>		
1:30	7. Transportation Planning Discussion Series: Economic Vitality (David Fletcher)	29
1:45	8. Unified List of Regional Transportation Priorities: Process & Screening Criteria (Eve McMenamy)	48
2:05	9. Draft 2023-2026 Transportation Improvement Program (Kylee Jones)	63
2:10	10. Transportation Improvement Program Obligation Target Update (Kylee Jones)	72
2:15	11. Draft Calendar Year 2023 Work Plan, Budget & Indirect Cost Plan (Greg Griffin)	
2:30	12. Proposed Update to the SRTC Rules of Procedure (Lois Bollenback)	
2:40	13. Resolution Establishing Administrative Committee (Lois Bollenback)	
<u>FOR INFORMATION</u>		
	14. Executive Director's Report (Lois Bollenback) <ul style="list-style-type: none"> • Overview of Transportation Technology Workshop • Public Outreach/Events Update 	
	15. Coordinated Public Transit-Human Services Transportation Plan Update (Jason Lien)	
<u>DISCUSSION</u>		
2:45	16. Board Member Comments	
2:55	17. Adjournment	

Items in highlighted text had presentations and are attached below.



DivisionConnects

Phase 2 Report Action Item

9/08/22

SRTC Board

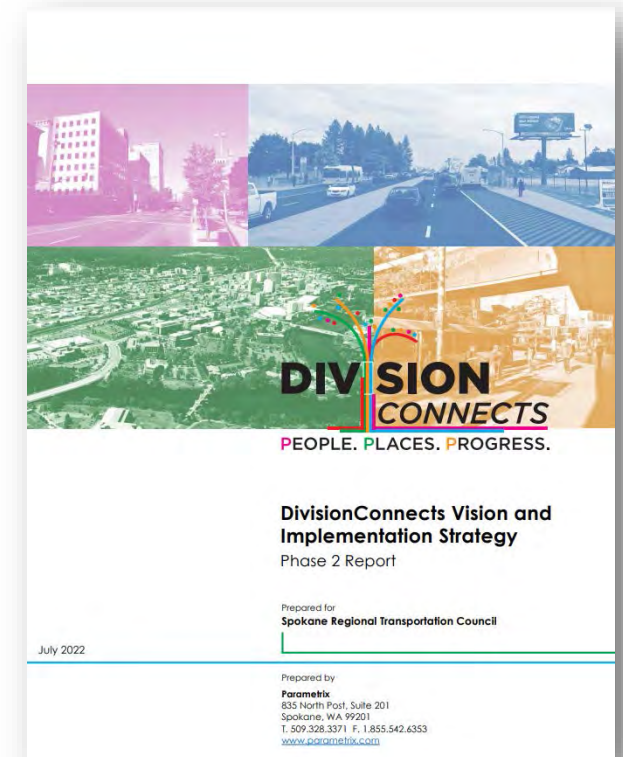
Jason Lien, Principal Transportation Planner

Agenda Item 4, Pg. 18

divisionconnects.org

Requested Action

- Approve Resolution R-22-14 (Memo Attachment), adopting the DivisionConnects Vision and Implementation Strategy Phase 2 Report.



Study Milestones

Board Approved STBG Funding – March 2018

Study Contract executed – November 2019

Phase 1 Complete – Spring 2021

- Board approved Phase 1 Corridor Development Plan – June 2021

Phase 2 Complete – Summer 2022

- Board action item today

Phase 2 Work

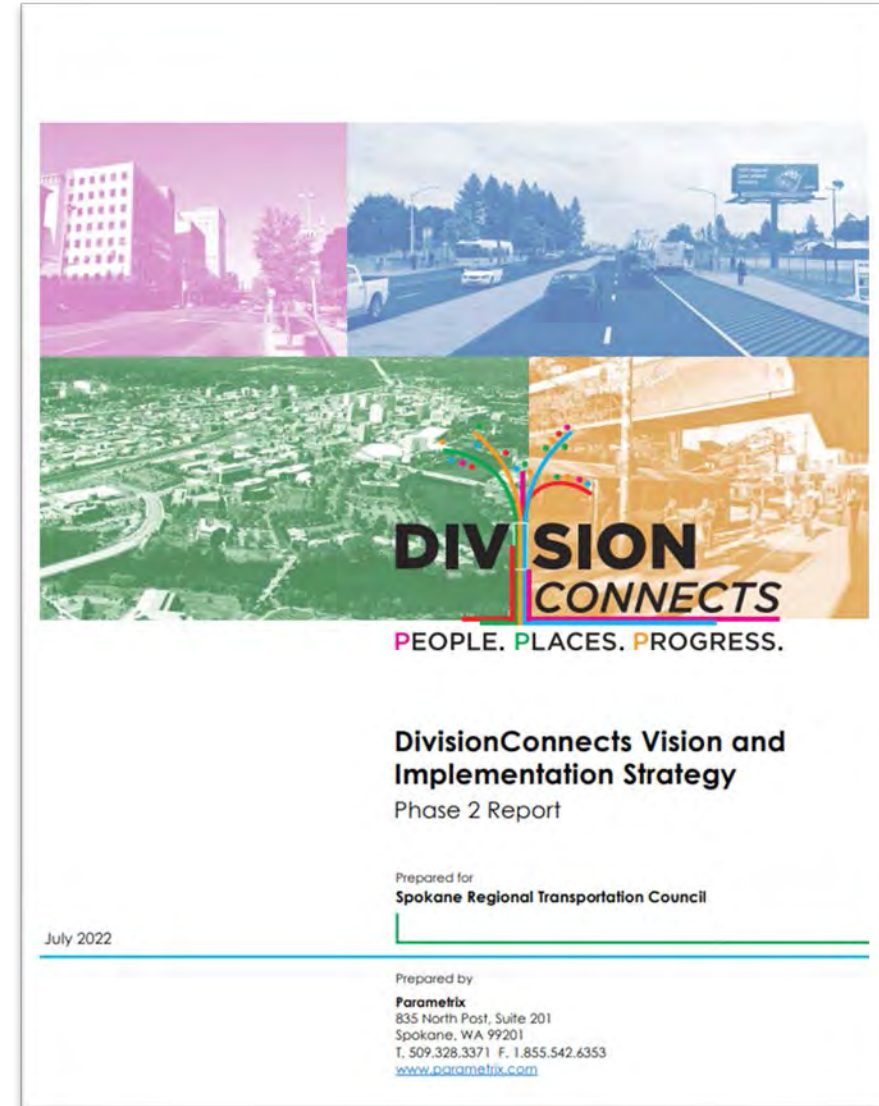
- Land Use Planning
 - Plan review / Case studies
 - Division Land Use Nodes
 - Travel Demand Modeling
- Transportation Planning
 - Active Transportation Projects
- Public Engagement



Final Phase 2 Reporting

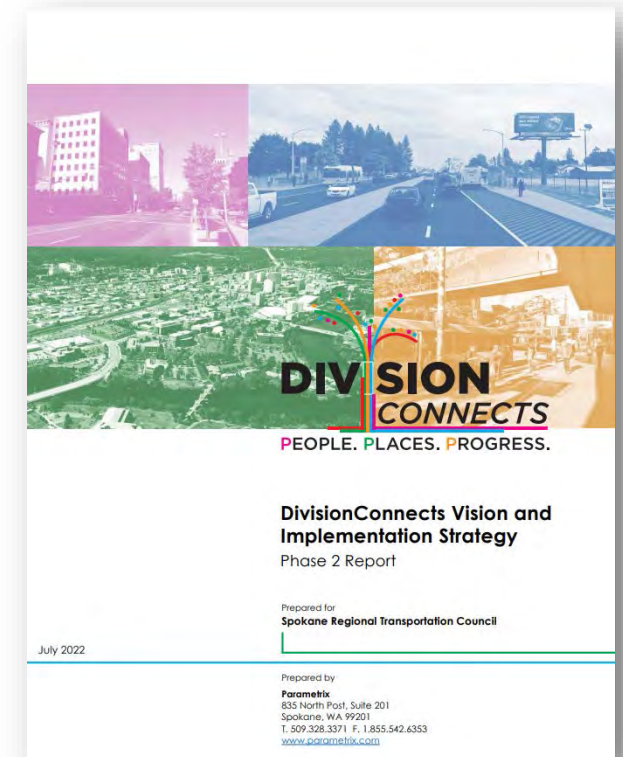
DivisionConnects Vision & Implementation Strategy

Posted at divisionconnects.org



Requested Action

- Approve Resolution R-22-14 (Memo Attachment), adopting the DivisionConnects Vision and Implementation Strategy Phase 2 Report.



Thank You

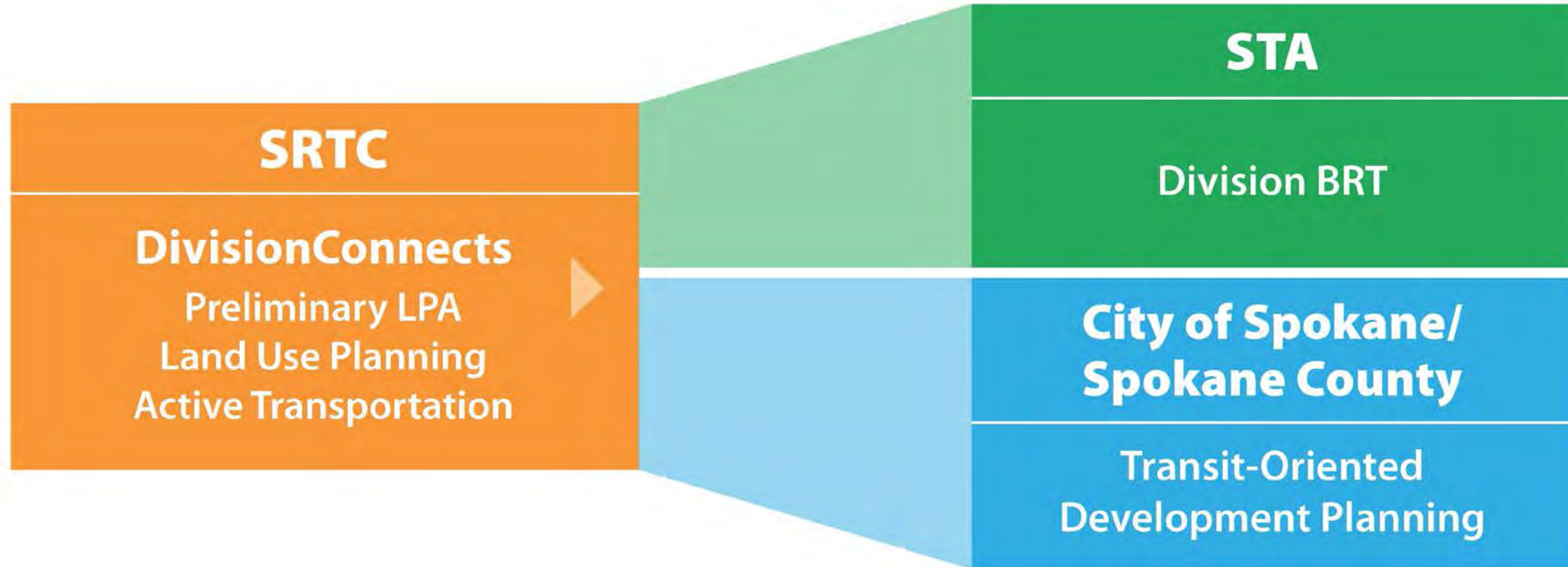
Jason Lien

jlien@srtc.org

509.343.6370

divisionconnects.org

Beyond DivisionConnects



Study Structure

Steering
Committee

Subset of
SRTC/STA Boards

Project
Management

SRTC / STA

Agency
Partners

WSDOT / City of Spokane
/ Spokane County

Consultant
Team

Led by Parametrix

Phase 2 - Land Use Planning

- **Land Use Node profiles (App. L)**
- **Visual Sourcebook of development types (App. M)**
- **Travel Demand Modeling (App. N)**

BRT Corridor

Development in the **BRT corridor** spaces will include high-density apartments or condominiums, with street-oriented retail that is less dependent on immediate proximity to transit stations. These spaces fill in the gaps between **district** and **activity centers**, with a variety of uses ranging between commercial, residential, and mixed-use development. Pedestrian and street-oriented retail and services are encouraged to promote walkability along the corridor. This typology extends up to 600 feet from the BRT corridor and features safe and enjoyable pedestrian and bike connections to nearby transit stations and adjoining neighborhoods.

BRT-1 High-density residential development

BRT-2 Mixed-use development with linear emphasis

BRT-3 Integrated pedestrian amenities and public art

BRT-4 High-density mixed-use development

BRT-5 Multimodal transportation options

The collage includes five photographs of different building types and street scenes, each labeled with a BRT number in a blue circle. BRT-1 shows a modern, multi-story residential building. BRT-2 shows a street scene with a mix of commercial and residential buildings. BRT-3 shows a street scene with a mix of commercial and residential buildings. BRT-4 shows a modern, multi-story residential building. BRT-5 shows a street scene with a mix of commercial and residential buildings. A map of the BRT Corridor is also included, showing the route from the University City Station to the University City Station.

North Bank Node

Gonzaga Gateway/Riverfront Park Gateway/Downtown Gateway

This node is sandwiched between Gonzaga University and Riverfront Park, with an interconnected street network and direct access to the Centennial Trail. Spokane River frontage, mostly occupied by hospitality uses, contributes to the district's identity.

Where the value of the land is greater than twice the value of the improvements on it, properties are likely to experience pressure to redevelop or otherwise transform. Early analysis shows approximately 12 acres within this node with this land to improvement value ratio. Individual redevelopment and reinvestment opportunities exist on scattered parcels, but the need to assemble multiple properties may preclude large-scale redevelopment. Most redevelopment opportunity center along Mission and the couplet.

Land Uses (Approximate Area)	
Retail	19 acres
Professional Office	12 acres
Hospitality	20 acres
Multi-Family Residential	9 acres
Single-Family Residential	5 acres
Public/Recreational/Open Space	3 acres
Vacant	22 acres
Right-of-Way Estimate	28 acres
Total	118 acres

Amenities	
Riverfront Park, Spokane River	

Institutions	
Gonzaga University, Kaiser Permanente	

Non-Motorist Accessibility

76% WALK SCORE | Very walkable

69% BIKE SCORE | Some infrastructure

47% TRANSIT SCORE | Nearby public transit

Place

Pedestrians conform to auto-oriented design.

Hospitality uses dominate the riverfront.

Kaiser Permanente operates a clinic in the node.

Gonzaga University influences housing and retail character.

Legacy structures offer unique reuse and development opportunities.

Legacy structures offer unique reuse and development opportunities.

Travel Demand Model

- **Vehicle Miles Traveled (VMT) Performance Metric**
 - Home-Based VMT per Capita
 - Non-Home-Based VMT per Employee
 - VMT per Service Population (Capita + Employee)

Travel Demand Model Findings

Vehicular Summary:

- **Increase in VMT/VHT/VHD for compared to Existing**
- **Screenlines for future scenarios show decreased vehicle travel on all N/S arterials (with an increase in travel on NSC)**
- **Decrease in VMT in study area per service population for build scenarios**

Transit Ridership Summary

- **No Build sees 24% increase in ridership compared to Existing**
- **Build scenarios see 29-32% increase compared to No Build**

Phase 2 - Active Transportation Planning

RECOMMENDATIONS

Project 8: E Rowan Avenue

E Rowan Avenue is an east-west minor arterial that connects N Division Street to commercial destinations to the east. Major destinations include Uidgerwood Elementary, Providence Holy Family Hospital, and office buildings. This project will require reallocating existing wide lanes with intermittent parking to accommodate the proposed bike lanes. This project will provide an all ages and abilities connection between the Division corridor and the existing bike lanes on Addison.



EXISTING CONDITIONS

- Two-lane road with some on-street parking
- Existing sidewalks on both sides of the roadway
- AADT is 4,200 (2019) along segment
- Five crashes involving a non-motorist within the past five years, including four pedestrian crashes and one bicyclist crash. Two of the pedestrian crashes resulted in serious injuries
- Jurisdiction: City of Spokane

PROJECT COSTS

- See cost table for planning level range of costs
- Implementation of the improvement is recommended in conjunction with the Division BRT construction

PROJECT FEATURES

- Extent: Rowan Avenue to Division Street (1,970')
- No change to curb alignment
- Removal of on-street parking
- Reallocation of street space
- Buffered bike lanes

NEXT STEPS

- Community engagement
- Coordination with City of Spokane projects
- Further study of concept to evaluate impacts on traffic operations and improved safety for all roadway users

30%
Design

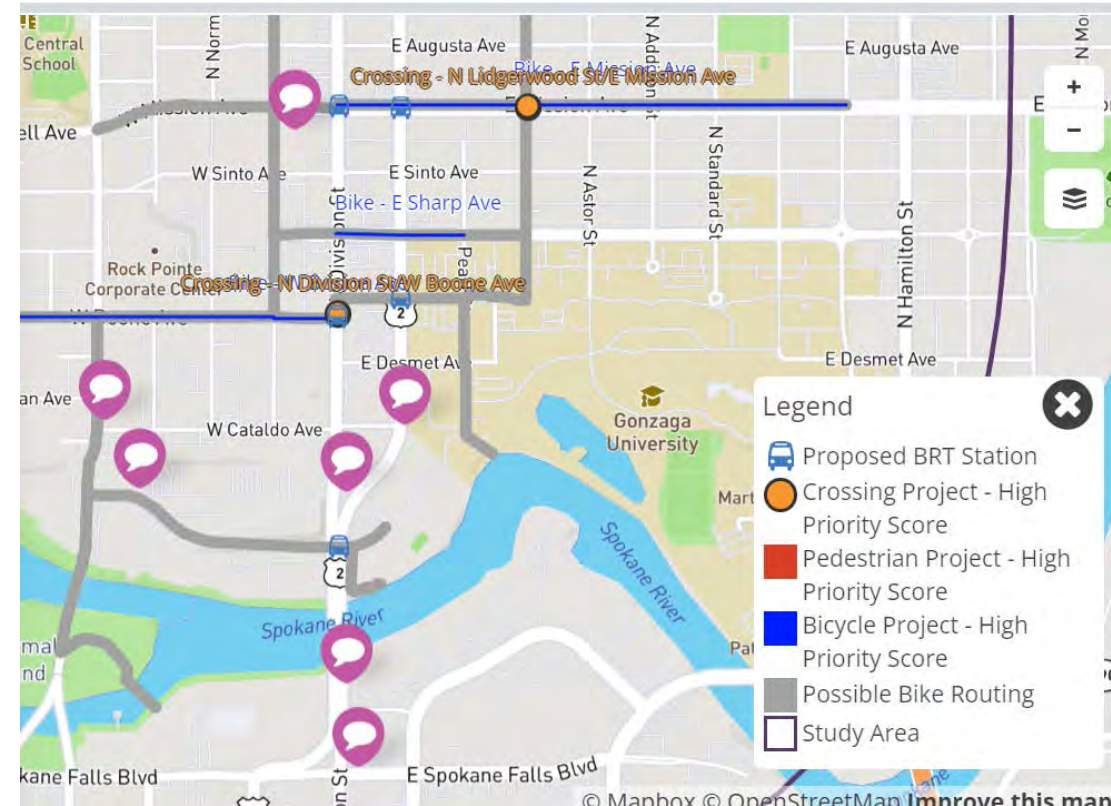
DIVISION STREET CORRIDOR STUDY Spokane Regional Transportation Commission

Walking / biking projects that support local mobility and BRT access

- AT project summaries / designs (App. I)
- All Ages & Abilities facility types and strategies (App. F)
- Funding opportunities (App. I)

Phase 2 - Public Engagement Activities

- **Appendices A-C**
 - Land Use Planning online survey
 - Active Transportation online survey
 - Property Developer interviews
- **Engagement with Boards and Plan Commission**
- **Neighborhood Councils/Community Assembly**



Locally Preferred Alternative

Mainline



Couplet

Division



Ruby



Steering Committee

Agency	Member
Spokane County	Commissioner Al French ^{^*}
City of Spokane	Councilmember Candace Mumm ^{^*}
City of Spokane	Councilmember Kate Burke [^]
City of Spokane Valley	Councilmember Tim Hattenburg [^]
WSDOT	Eastern Region Administrator Mike Gribner [*]
STA	CEO E. Susan Meyer [*]

[^]: STA Board member

^{*}: SRTC Board member

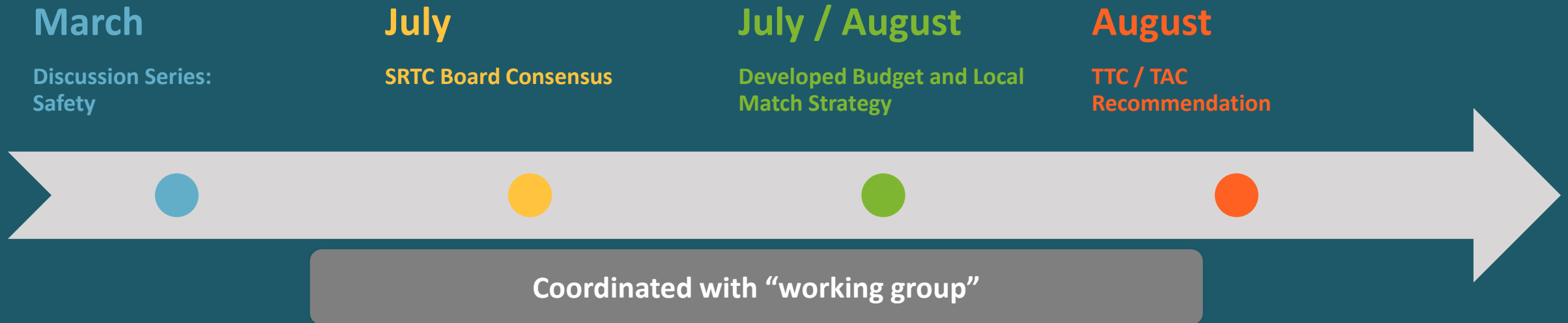
SAFE STREETS AND ROADS FOR ALL: SRTC GRANT PROPOSAL

SRTC Board Meeting

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September 8, 2022

How we got here



SS4A Grant Program Highlights

- Bipartisan Infrastructure Law (BIL) includes a new grant program called Safe Streets and Roads for All (SS4A)
- A discretionary program with \$5 billion in appropriated funds over the next 5 years
- Expected minimum award: \$200K
- Expected maximum award: \$5M
- Could qualify member jurisdictions for Highway Safety Improvement Program funding

Funding Options

Action Plan

- Develop or complete a safety action plan
- Conduct supplemental activities
- Can self certify

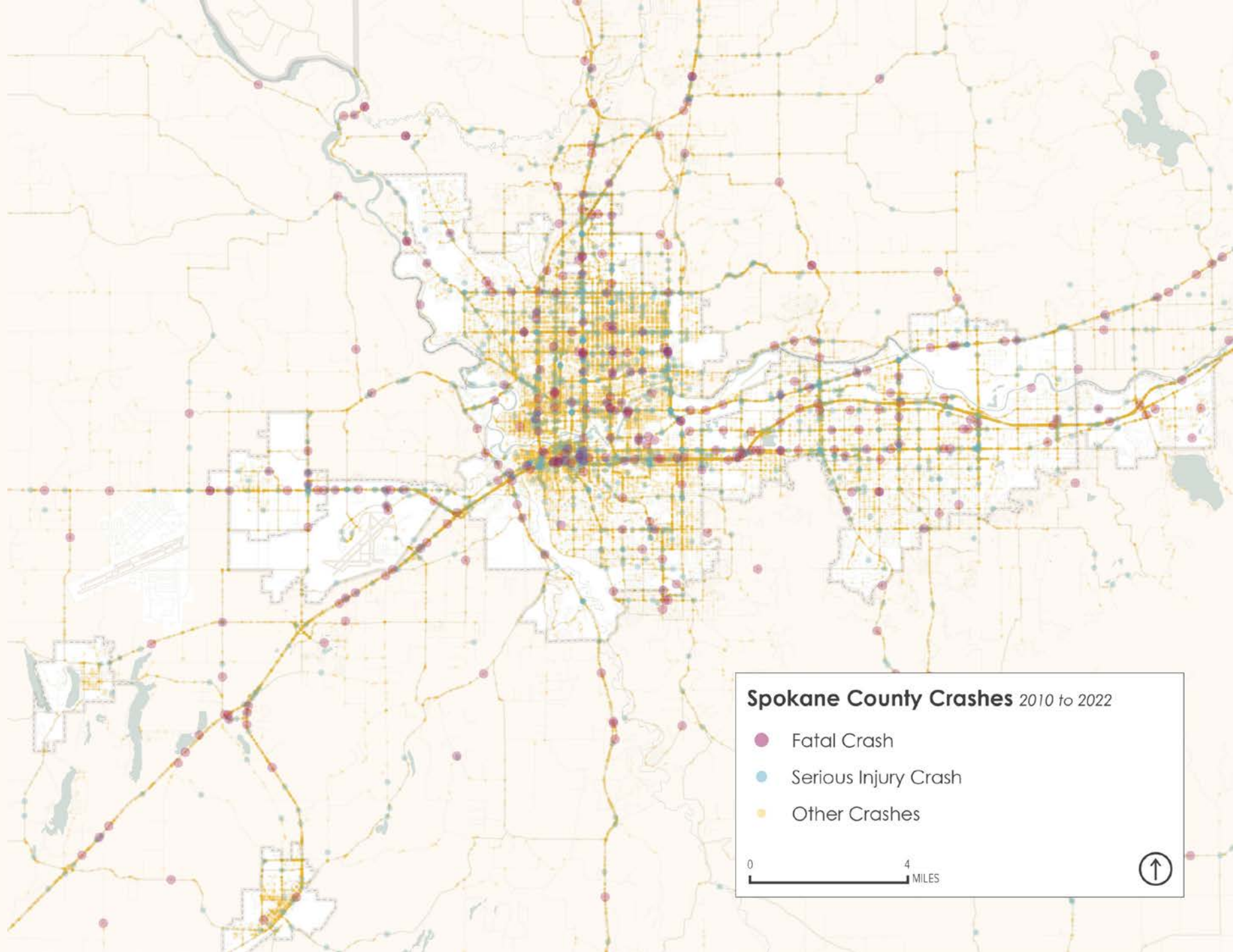
Implementation

- Implement projects and strategies
- Conduct planning and design
- Conduct supplemental activities

PROJECTS

SS4A Action Plan Components

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency



SS4A Grant Program Relevant Requirements

- To be eligible for the program's implementation (projects) funding, an applicant must have an eligible adopted action plan
- An official public commitment by the SRTC Board to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline.
- Local matching funds requirement of 20%

Proposal

- \$500,000 total project cost
- \$400,000 federal, \$100,000 local match
- City of Spokane, Spokane County, City of Spokane Valley: \$15,000 each
- SRTC: \$55,000 in reserve (local) funds
- SRTC: project management; consultant supported (RFP)
- Plan developed to include “chapters” with localized data analysis and project identification and rolled up into regional priorities

Committee Input

Technical and Advisory committees both unanimously recommend approval of resolution.

Next Steps

- Submit application by September 15th
- Award announcements this winter
- If awarded, convene project team/develop RFP
- Update to Board in Q2 2023 prior to RFP issuance

Requested Action

Approve Resolution R-22-15 directing staff to apply to the Safe Streets and Roads for All grant program to develop a regional safety action plan.

2022 Discussion Series Economic Vitality

SRTC Board of Directors
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September 8, 2022

Discussion Series

Educate

Build a deeper understanding of topics

Dialogue

Dialogue and exchange ideas to advance transportation in the region

Identify

Identify transportation needs and future planning activities

Develop

Develop legislative policy positions and funding strategies

Refine

Refine metrics for project prioritization

Timeline

January
MPO Purpose

February
Quality of Life

March
Safety

April
Stewardship

May
Equity

June
Funding

July
Land Use & Transportation

August
Transportation Technology

September
**Economic Vitality /
Unified List Process**

October
**Unified List
Prioritization Strategy**

November
Review Priority Order

December
Approve 2022 Unified List

Unified List of Regional Transportation Priorities

Spokane Regional Transportation Council
Approved by the SRTC Board of Directors on November 11, 2021

Spokane Regional Transportation Council
Approved by the SRTC Board of Directors on November 11, 2021

			PROJECT SCREENING CRITERIA								
			PROJECT STATUS	MTP CONSISTENCY CRITERIA					EMPHASIS AREAS		
				ECONOMIC VITALITY	URBAN FORM & LIVABILITY	SUSTAINABILITY	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT									
Project Implementation Category											
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000									
DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS Completes various gaps in the City's pedestrian/bicycle network	Airway Heights	\$ 792,000									
PACIFIC AVENUE GREENWAY Bike/ped safety improvements	Spokane	\$ 3,900,000									
I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO) Various projects from SR 904 to Idaho state line	WSDOT	\$ 20,000,000									
AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE Realign roadway and construct grade-separated interchange	Spokane International Airport	\$ 19,300,000									
INDUSTRIAL SUBAREA CONNECTIVITY PROJECT Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	\$ 2,764,500									
WEST PLAINS CONNECTION Multimodal corridor improvement project	Airway Heights / Spokane	\$ 22,375,000									
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	\$ 34,000,000									
STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	\$ 21,600,000									
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD New shared-use trail	Spokane	\$ 5,700,000									
BARKER CORRIDOR IMPROVEMENTS - PHASE I Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits	Spokane Valley	\$ 12,900,000									

Evaluating & Prioritizing Projects



Unified List of Regional Transportation Priorities

PROJECT SCREENING CRITERIA

Projects evaluated based on the following screening criteria factors:

PROJECT STATUS

Design • Right-of-way • Environmental • Percent funded • In existing plan or study

MTP CONSISTENCY

ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP

Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

QUALITY OF LIFE

Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

SAFETY

Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

*Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.

PROJECT EMPHASIS AREAS

EQUITY

Project developed with a main emphasis on benefiting an area of potential disadvantage

CLIMATE CHANGE

Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)



Economic Vitality Evaluation Criteria

ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity*

OPERATIONS, MAINTENANCE & PRESERVATION

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

STEWARDSHIP

Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

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SAFETY

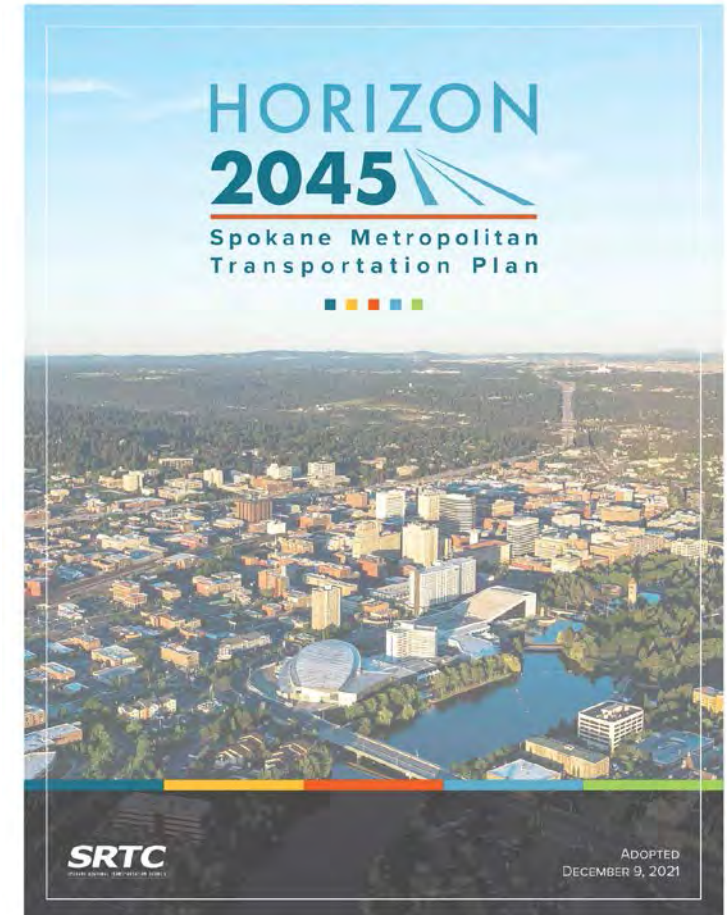
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Horizon 2045 Guiding Principle

Economic Vitality

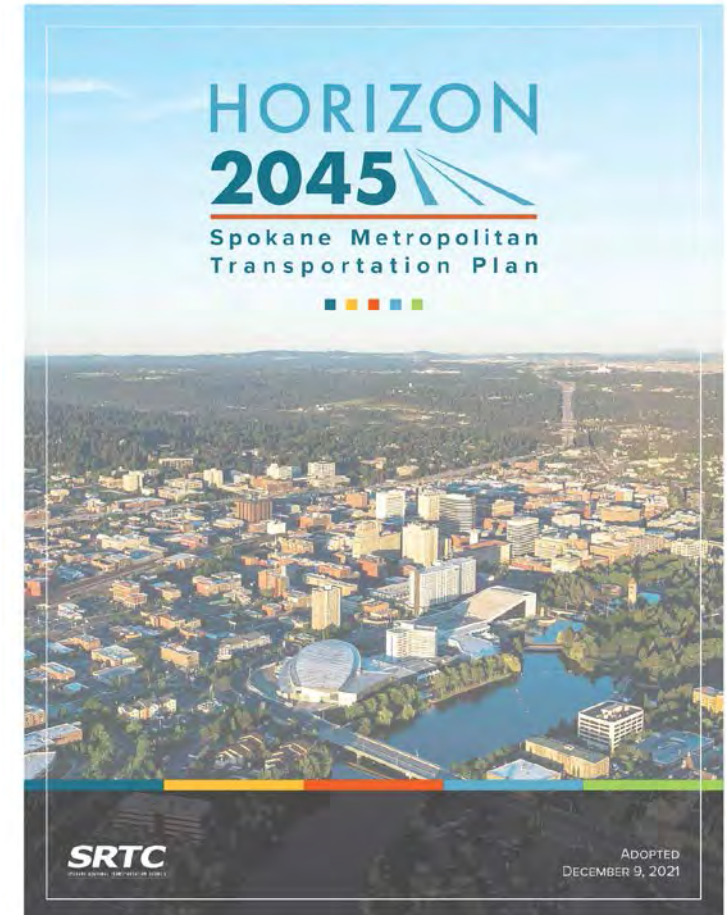
Investments and improvements in the regional transportation system will promote economic vitality by moving people, freight, and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between, and within economic activity centers, will stimulate commerce. Horizon 2045 should prioritize and coordinate regional transportation investments aimed at the development of a multimodal system that provides transportation opportunities and that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and regional employment areas.



Horizon 2045 Guiding Principle

Economic Vitality

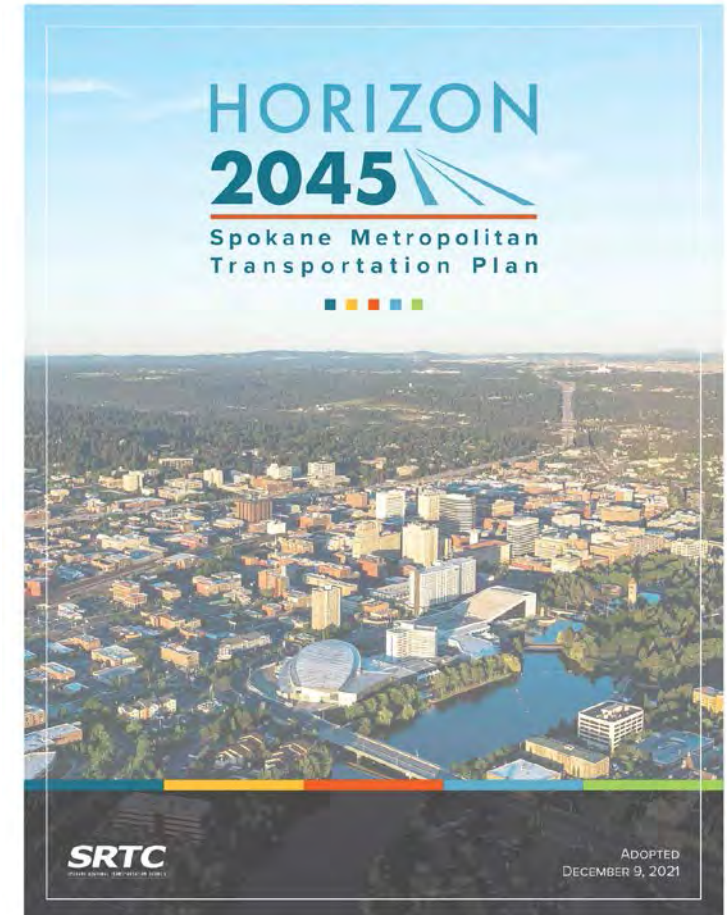
- Focus on people, freight, and goods movement to improve regional, national, and global competitiveness.
- Enhance accessibility and connections to economic activity centers.
- Prioritize multimodal investments.



Horizon 2045 Guiding Principle

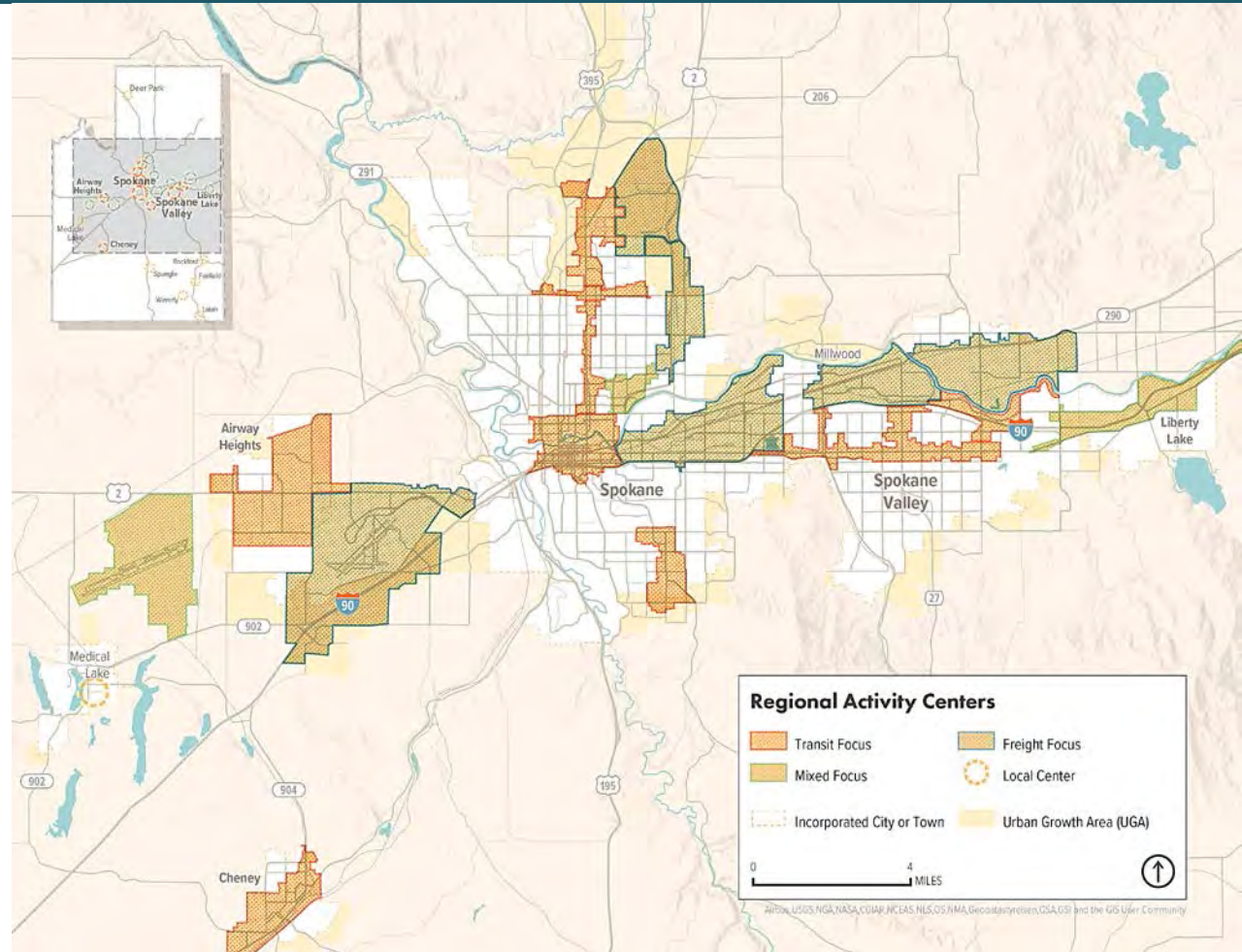
Economic Vitality Policies

- A) Prioritize transportation investments, by mode, that enhance accessibility and connections between city centers, regional centers, attractions, towns, and areas of regional employment.
- B) Support areas of potential economic development.
- C) Support the efficiency of freight movement.

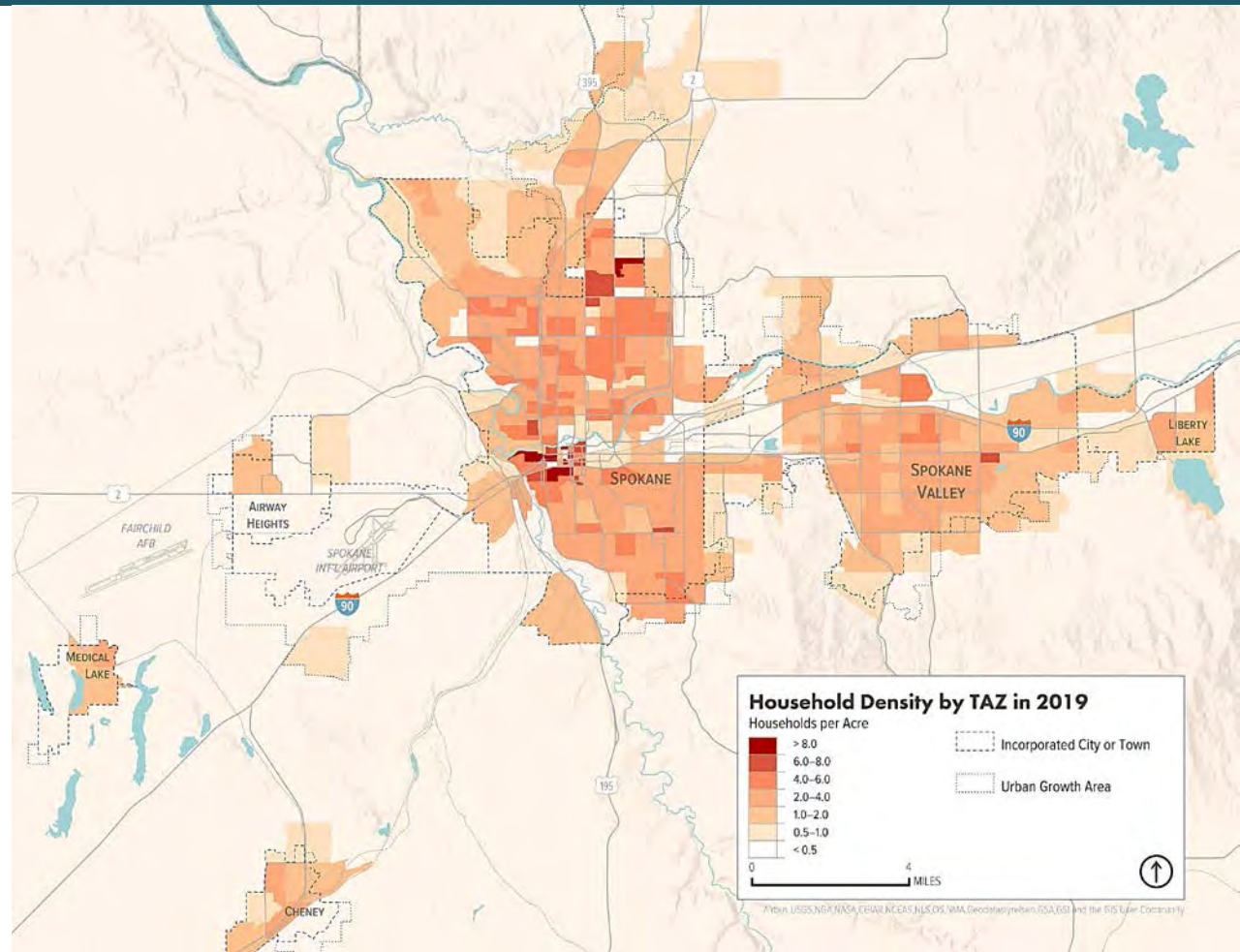
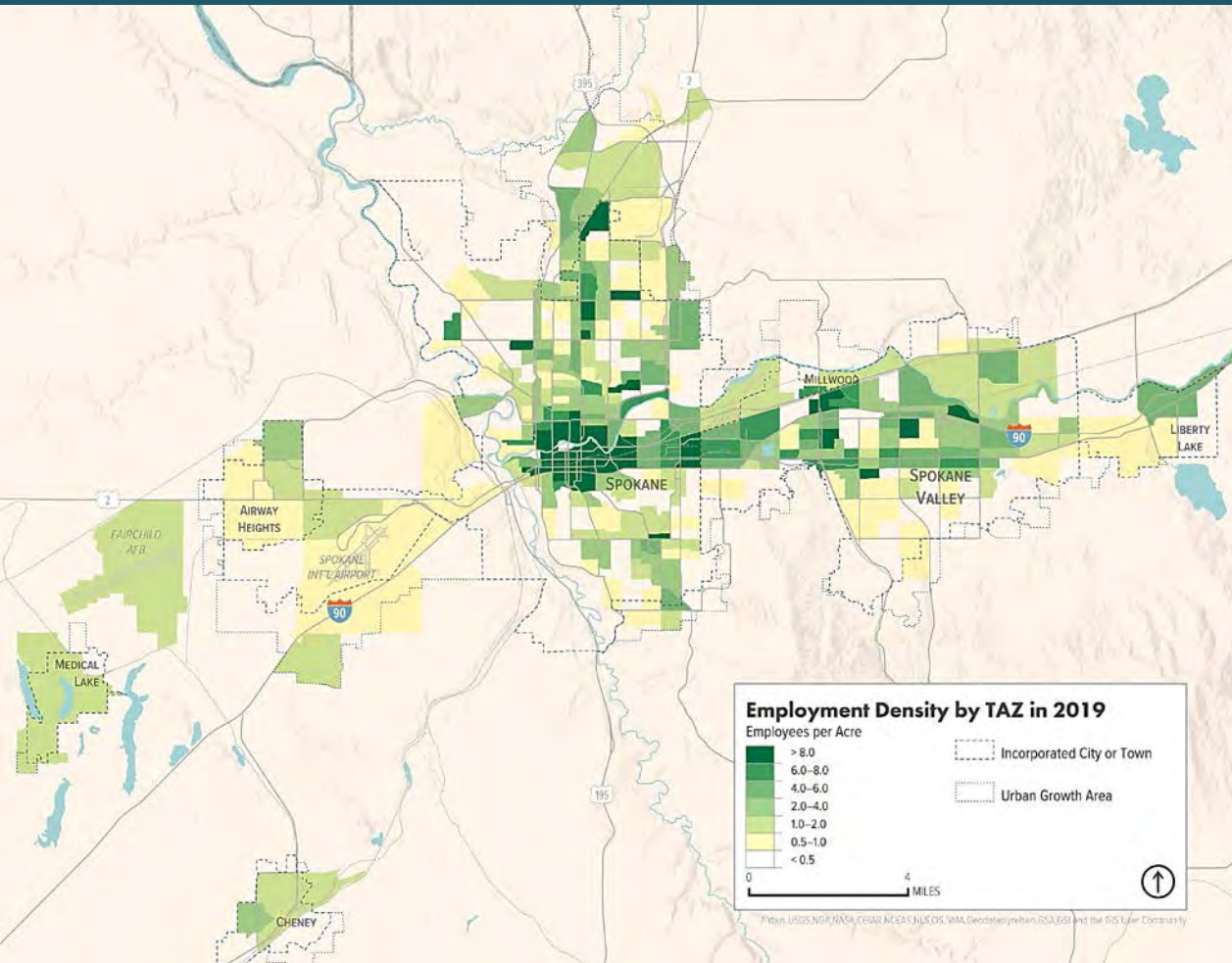


Regional Activity Centers

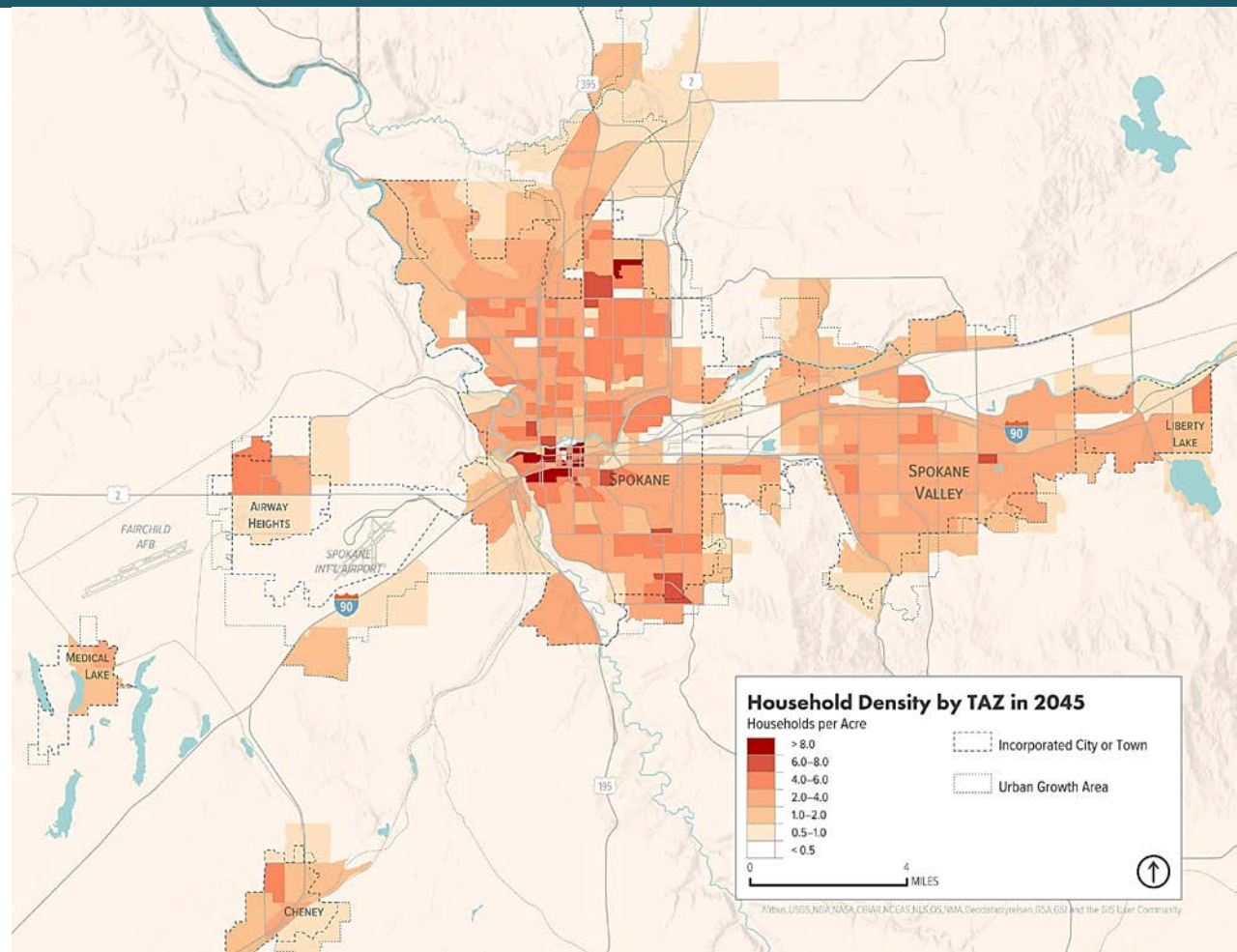
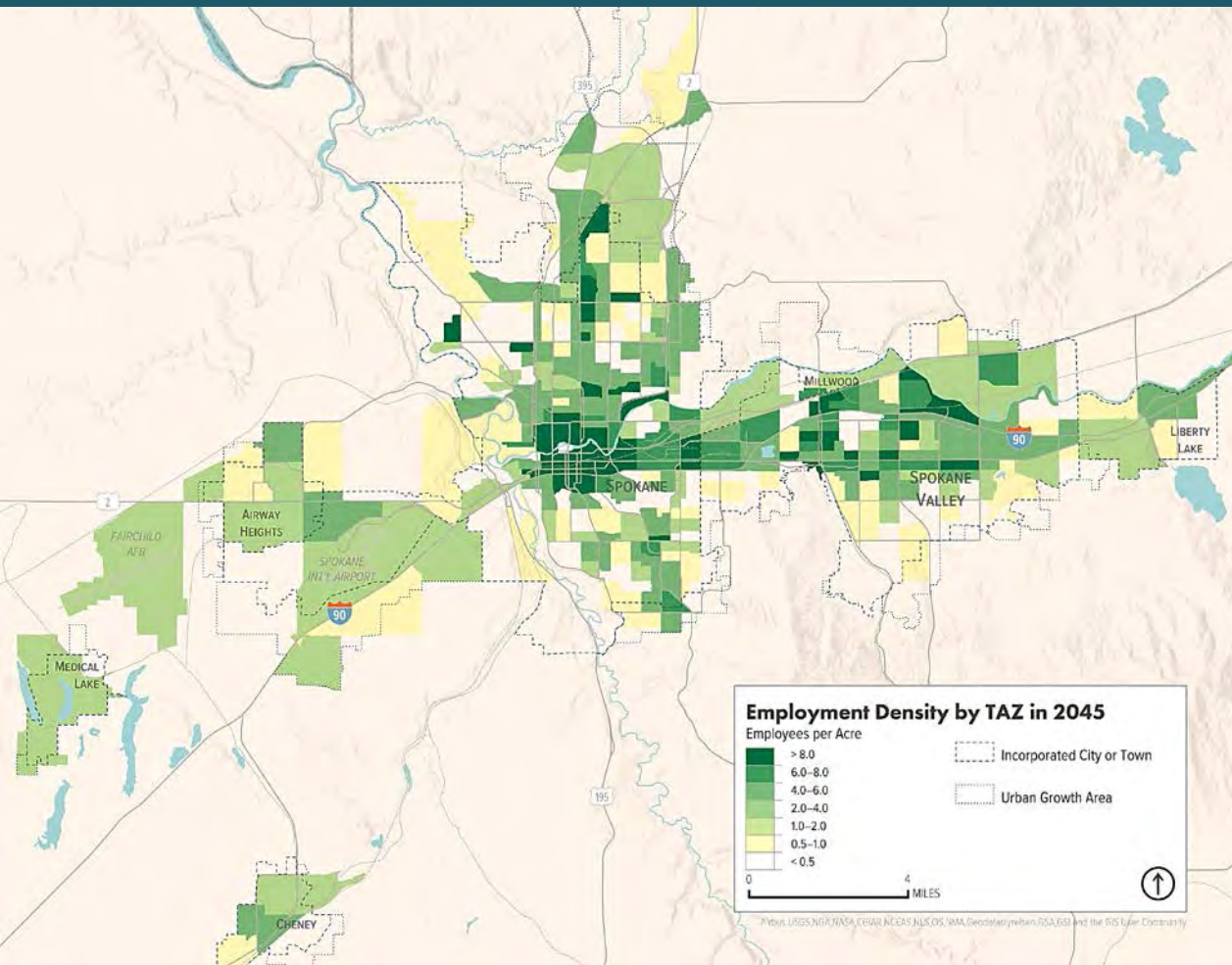
- Identified in Horizon 2045
- Areas of regional significance with high concentrations of employment
- Focused on transit, freight, or a mix of activities
- Focus determined by the types of jobs in a center
- Aid SRTC in planning for regional transportation needs and investments



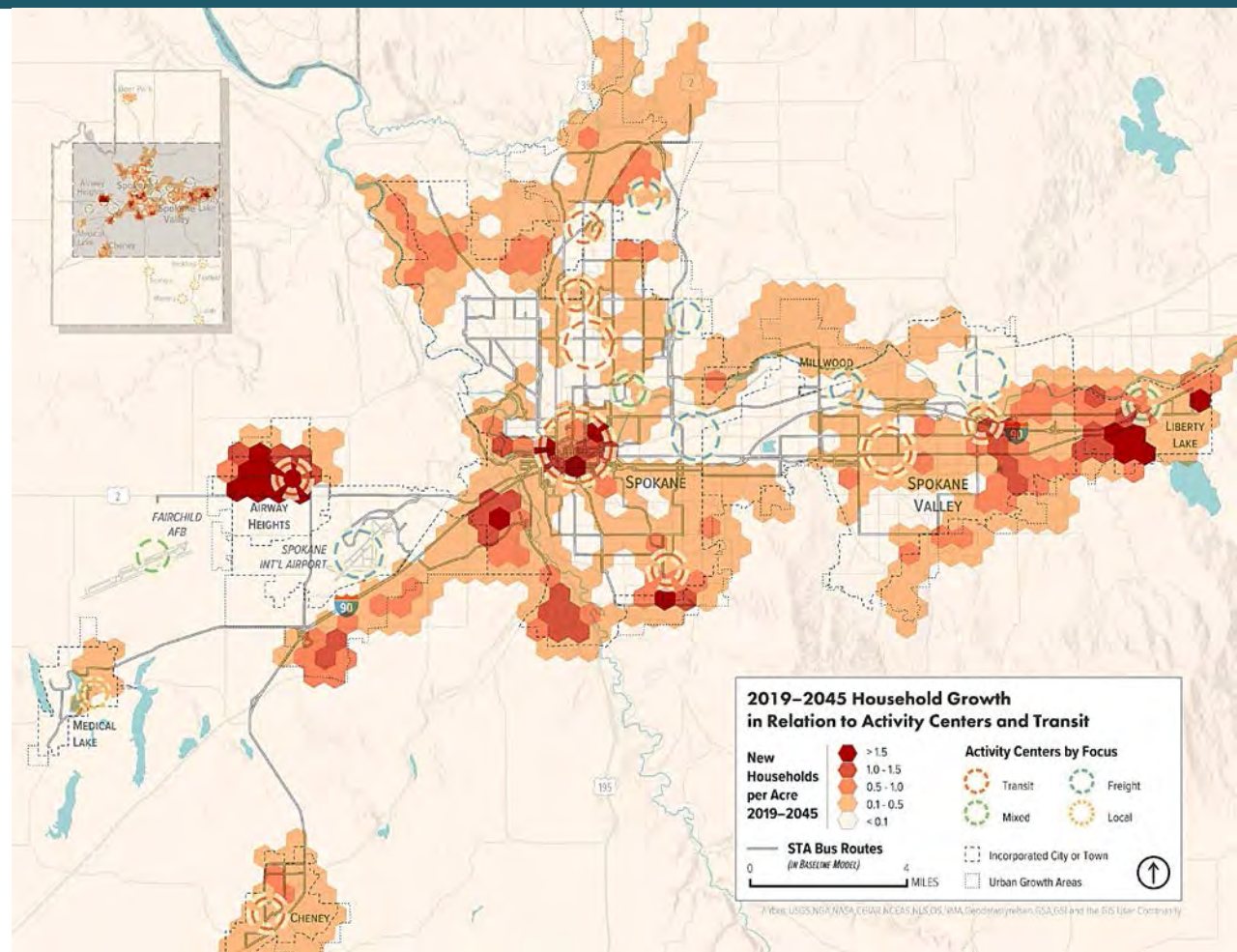
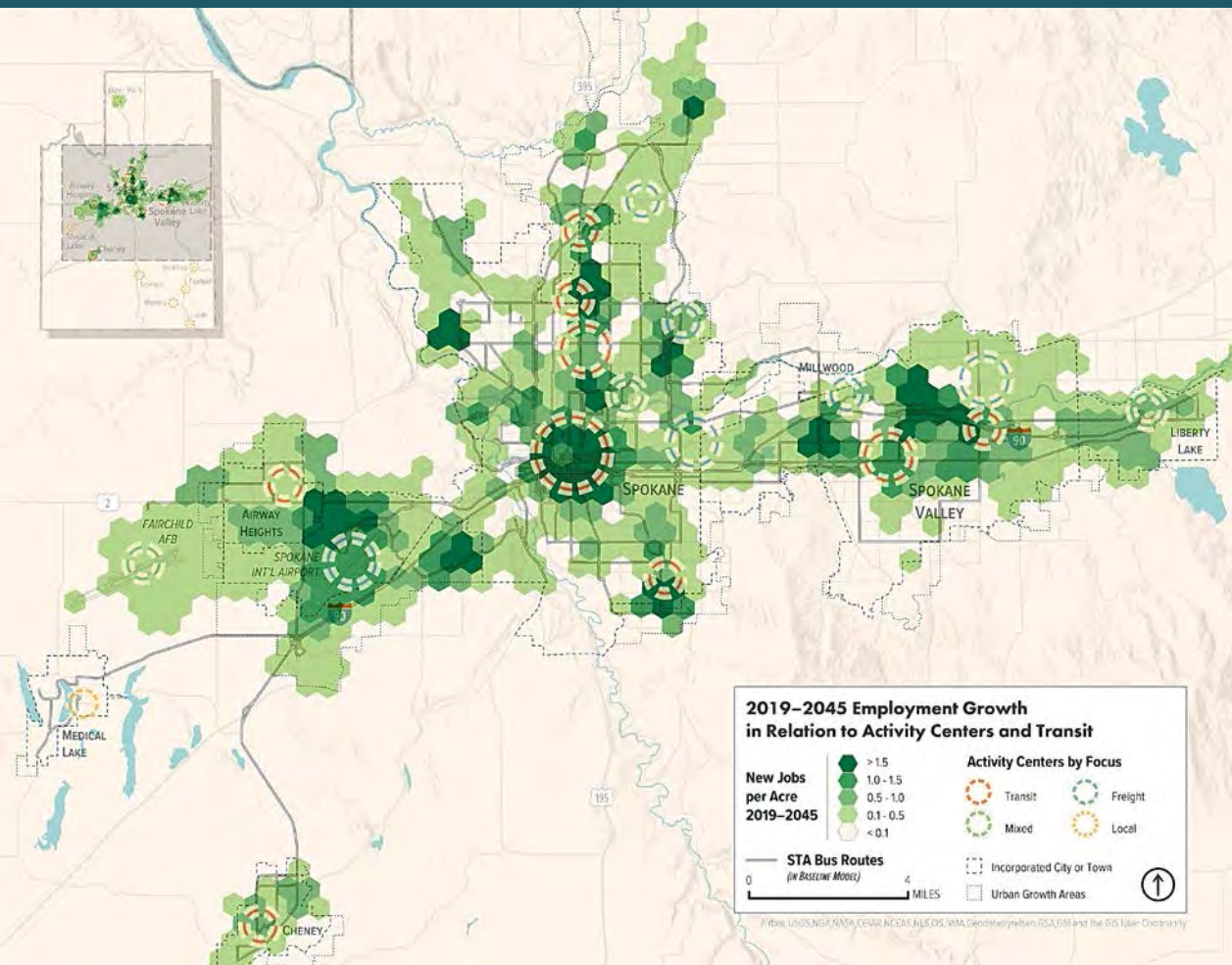
Connecting Jobs & Housing



Jobs & Housing: 2045 Forecast



Forecasted Growth: 2019–2045



Horizon 2045 Priority Networks

Freight



Vehicular



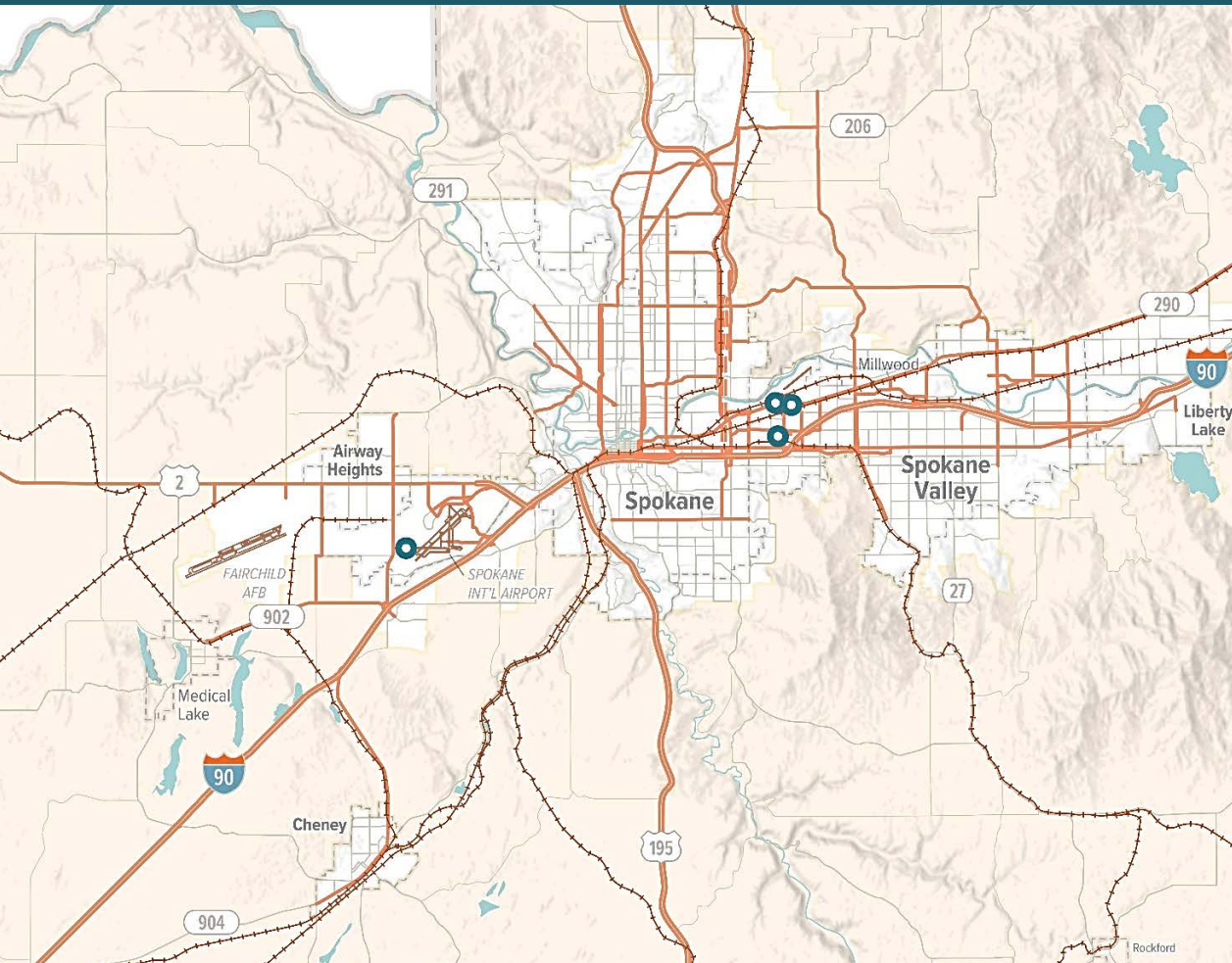
Bicycle



Transit



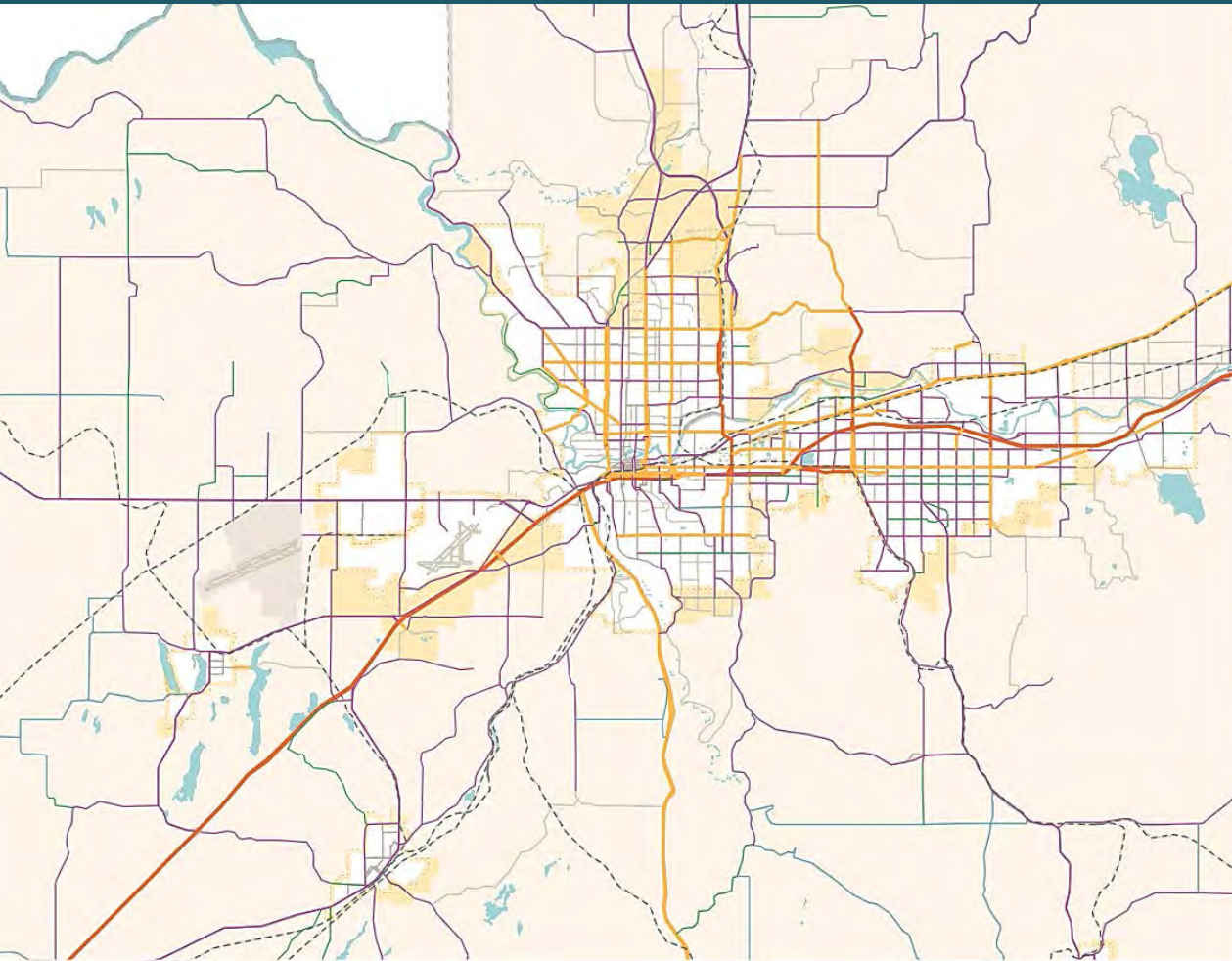
Regional Freight Priority Network



Freight Priority Network Includes:

- Tier 1 & 2 FGTS Routes
- Truck Freight Economic Corridors
- High priority truck routes identified in the Inland Pacific Hub study
- Major rail lines & air facilities

Freight & Goods Transportation System (FGTS)



FGTS Classifications

- Tier 1** More than 10 million tons per year
- Tier 2** 4 million to 10 million tons per year
- Tier 3** 300,000 to 4 million tons per year
- Tier 4** 100,000 to 300,000 tons per year
- Tier 5** At least 20,000 tons in 60 days

Economic Vitality Indicators

- Access between and within activity centers
- Current employment density
- Projected employment density
- Regional Freight Priority Network
- FGTS Classification (*i.e., freight tonnage*)
- Freight volumes
- Jobs created (*in-depth analysis required*)
- Types of jobs created (*in-depth analysis required*)

Unified List Economic Vitality Criteria

Last Year's Criteria

1. Does the project provide access within or between two or more regional activity centers?
2. Is the project located on Regional Freight Priority Network?
3. Does the project increase redundancy in areas of limited connectivity?

**Moved in Stewardship category in this year's proposed criteria*

Proposed Criteria Based on TTC/TAC Feedback

1. Does the project provide access within or between two or more regional/local activity centers?

If yes, does the project either:
 - (A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or
 - (B) contain freight-supportive elements and improve access in a freight or mixed focus activity center.
2. What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?
3. Is the project located on the FGTS? Points scaled based on FGTS classification—T-1 through T-5

Thank You!

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Unified List of Regional Transportation Priorities

SRTC Board of Directors


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For information and discussion

September 8, 2022



FUNDING
OPPORTUNITIES



Unified List of Regional Transportation Priorities- Purpose

Legislative Priority Statements

Priority One

Completion & Acceleration of the Connecting Washington Program

The 2015 Connecting Washington funding package provides \$16 billion to enhance the statewide transportation system and to maintain critical infrastructure. Since 2015, other emerging transportation requirements could potentially jeopardize funding that was allocated in Connecting Washington projects in our region.

The SRTC Board supports efforts to maintain funding for the following Connecting Washington projects:

- US 395/North Spokane Corridor (NSC)
- I-90/Medical Lake I/C to Geiger Field Interchange Reconstruction
- I-90/Barker to Harvard
- The City Line

Additionally, the Board supports advancing funds to complete the NSC in 2026 than 2029 as currently programmed.

Priority Two

Increase Transportation System Preservation & Maintenance Funding

The SRTC Board recognizes that current funding levels are not sufficient to maintain our current transportation system in a state of good repair. The Board also recognizes that failing to adequately preserve and maintain the transportation system presents significant risks to our overall economic well-being and to the operating efficiency for moving people and goods in our region. The following information illustrates the significance of this issue:

Washington State Department of Transportation has identified the need for \$30 million in additional biennial cash flow to address growing programmatic preservation and maintenance needs and to address larger unanticipated infrastructure needs. In the current highly constrained budget environment, biennial cash flow is not sufficient to keep the state system in good repair and thus each year increases the risks of system failures that have economic consequences to the region and the users of the system.

Over the next ten years in Spokane County, SRTC has identified with local jurisdictions \$2.6 billion in maintenance preservation needs on all local roadways. Based on historical expenditures, local agencies could fund \$1.1 billion of this need leaving a gap of \$1.74 billion over the next ten years. An additional \$65 million per biennium directed into Spokane County would cover a portion of unfunded need on important local arterials and collectors and could be reasonably delivered by local agencies.

The SRTC Board supports increased funding for existing programs for the preservation and maintenance of the state and regional transportation networks. The Board recognizes this as a long-term solution to address preservation and maintenance needs.

Priority Three

Maintain Funding for Projects Identified in the Forward Washington & Miles Ahead Washington Spending Bills

During the 2021 Legislative Session various transportation funding packages were considered. In particular, the Senate's Forward Washington package and the House's Miles Ahead Washington package included important projects in the Spokane County region.

The SRTC Board supports the inclusion of projects in a new transportation revenue package that were previously identified in the Forward Washington and Miles Ahead Washington programs.



Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council
Approved by the SRTC Board of Directors on November 11, 2021

Spokane Regional Transportation Council
Approved by the SRTC Board of Directors on November 11, 2021

			PROJECT SCREENING CRITERIA							
			MTP CONSISTENCY CRITERIA					EMPHASIS AREAS		
			PROJECT STATUS	ECONOMIC VIABILITY	Open to new Alternatives From MTP	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT								
Project Implementation Category										
PINES ROAD/BNSF GRADE SEPARATION Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000								
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INDUSTRIAL SUBAREA CONNECTIVITY PROJECT Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	\$ 2,764,500								
WEST PLAINS CONNECTION Multimodal corridor improvement project	Airway Heights / Spokane	\$ 22,375,000								
BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY & SAFETY PROJECT Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	\$ 34,000,000								
STA FLEET ELECTRIFICATION Replace 20 diesel coaches w/40+ battery electric buses	Spokane Transit Authority	\$ 21,600,000								
MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD New shared-use trail	Spokane	\$ 5,700,000								
BARKER CORRIDOR IMPROVEMENTS - PHASE I Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits	Spokane Valley	\$ 12,900,000								

			PROJECT SCREENING CRITERIA							
			PROJECT STATUS	MTP CONSISTENCY CRITERIA					EMPHASIS AREAS	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT		ECONOMIC VIABILITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
Project Development Category										
DIVISION BUS RAPID TRANSIT New BRT corridor between downtown Spokane and Mead	Spokane Transit Authority	\$ 138,000,000								
WELLESLEY AVENUE: FREYA TO HAVANA Reconstruction and a bike/ped trail	Spokane	\$ 3,400,000								
WALL STREET CORRIDOR SAFETY IMPROVEMENTS Improve signal, crosswalk, add channelization from Greta Ave to Whitworth Dr	Spokane County	\$ 6,000,000								
WHISTALKS WAY IMPROVEMENTS Reconfigure road, update transit routing, and construct parallel multi-use trail	Spokane	\$ 3,733,350								
3RD AVENUE: PERRY TO HAVANA Reconstruction w/complete streets update	Spokane	\$ 8,000,000								
FREYA STREET: GARLAND TO FRANCIS Reconstruction w/complete streets update	Spokane	\$ 18,000,000								
NORTHEAST PDA: ROWAN AND MYRTLE New roadways w/sidewalks	Spokane	\$ 11,200,000								
Project Initiation Category										
PARK RD/BNSF GRADE SEPARATION Grade separate Park Rd & BNSF, construct at-grade intersection on Trent Ave	Spokane Valley	\$ 25,000,000								
US 195 CORRIDOR PARK & RIDE Construct new park & ride facility	Spokane Transit Authority	\$ 5,575,000								
ARGONNE ROAD & UPRIVER DRIVE INTERSECTION Construct dual lane roundabout	Spokane County	\$ 8,800,000								
CITY LINE ROADWAY IMPROVEMENTS Reconstruction w/bike and ped improvements	Spokane	\$ 45,000,000								
TOTAL (22 PROJECTS IN TOTAL)		\$ 435,339,850								



AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE



PROJECT INFO SHEET

PROJECT LOCATION



ABOUT THE AREA

The Spokane International Airport is located in the West Plains, one of the fastest growing areas in Washington state. It is the second largest airport in the state and recognized by the Federal Aviation Administration as a small hub. It serves as an employment center for over 3,000 people and has a significant and expanding airfield and aerospace industry cluster. In total, the Airport has a \$3 billion annual economic impact on the Spokane region.¹

Each year, five million people travel on Airport Drive, a very busy Principal Arterial roadway, to visit the Airport. Vehicles traveling on Airport Drive must cross Spotted Road, a Critical Urban Freight Corridor that provides access to the Airport Industrial Park. The Airport Drive/Spotted Road intersection's geometry is considered dangerous, from a crash rate perspective, and improvements are needed to enhance the safety of the traveling public.

¹ Washington Aviation Economic Impact Study, July 2020
<https://wrsdot.wa.gov/travel/aviation/aviation-plans-studies>

PROJECT OVERVIEW

Relocate Spotted Road outside of a Runway Protection Zone and construct a grade-separated interchange over the inbound and outbound roadways at Spokane International Airport, improving safety and efficiency for both surface and air transportation.

The total project cost is **\$28,700,000**

✓ In Horizon 2045

PROJECT STATUS: IMPLEMENTATION

Design	In Progress	% Funded	33%
Right-of-Way	N/A	In Existing Plan?	Yes
Environmental	In Progress		

PROJECT ATTRIBUTES

- Net present worth value of project benefits: **\$55,700,000**
- Addresses existing safety issues through innovative design that provides separation and reduces conflict points between the multiple modes of transportation operating in and around the Airport (e.g., passengers, shuttles, commercial cargo/freight, school buses, transit, and ride-share companies).
- Relocates the Airport Drive/Spotted Road interchange outside of the Runway Protection Zone to prevent air navigation hazards and increase safety to people on the ground.
- Promotes economic development and accommodates future demand placed on the transportation system as a result of the Airport's increasing commercial and cargo air traffic.
- Reduces greenhouse emissions and utilizes low impact practices.
- Enhances mobility on a Critical Urban Freight Corridor that carries over 360,000 tons of freight annually.

PROJECT FUNDING

Local Funds	\$	4,400,000
Federal/State Funds	\$	5,000,000
Unfunded Need	\$	19,300,000
Total Cost	\$	28,700,000

AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE



SAFETY AND MOBILITY GAINS

- Primary objective is to improve vehicle and air transportation safety, which will be accomplished through innovative design, which reduces the number of conflict points from 25 to 18.
- Accommodates future traffic volumes, which are expected to grow by 1,000 vehicles per day within the next 10 years, due to the Airport's annual growth it is experiencing of 10% in commercial air traffic and 8% in cargo air traffic.
- Improves freight mobility and travel time reliability, as a result of grade separating Spotted Road from Airport Drive.

ECONOMIC BENEFITS

- Enhances the regional economy by improving access and mobility to the Airport and surrounding industrial area, which has an annual economic impact of \$3 billion.
- Provides safety and mobility gains that promote continued economic growth within the S3R3 Solutions Public Development Authority.

ENVIRONMENTAL CONSIDERATIONS

- Reduces greenhouse emissions by addressing traffic congestion at a critical intersection.
- Utilizes low impact practices and design standards aimed at protecting the natural environment.
- Interchange/grade-separated area protects the Airport's stormwater outfall area.

PROJECT SUPPORTERS

- Spokane International Airport
- City of Spokane
- Cheney Public Schools
- FedEx Corporation
- Greater Spokane, Inc.
- S3R3 Solutions
- Spokane County
- SRTC
- UPS
- USPS
- WSDOT

PREVIOUS PLANS AND STUDIES

- [West Plains Transportation Subarea Plan \(ongoing\)](#)
- [Horizon 2045: Spokane Metropolitan Transportation Plan, 2021](#)
- [Spokane International Airport Master Plan, 2014](#)
- Traffic County Collection and Traffic Study, 2020
- Drive Couplet Traffic Study, 2015
- West Plains - Spokane International Airport Transportation Study, 2014
- Spotted Road Lane Reconstruction Project, 2013
- Spotted Road Lane Reconstruction Project, 2008
- Spotted Road & Airport Drive Safety Improvements Study, 2006
- Spotted Road Safety Improvement Construction Project, 2005
- Transportation Impact Analysis, 2004

*A summary of these studies can be found in the project's [2021 USDOT RAISE Grant Application](#).



Funding awarded to Unified List Projects

- Federal, Congressional Earmarks - \$11.5M
- State, Move Ahead WA - \$59.7M
- Other Grant Opportunities - \$41.4M

Total Funding = \$112.6 M

Project Submittals for 2023


- Projects on your legislative or federal agendas
- Projects that have regional importance
- Projects that have a safety focus?

2023 Unified List of Regional Transportation Priorities


Project Evaluation Criteria **DRAFT** *Includes 8/24 TTC & TAC Feedback*

The Unified List of Regional Transportation Priorities is a strategic tool used to communicate the agencies current regional transportation priorities to state legislators and congressional members for potential funding opportunities. SRTC is committed to annually updating the Unified List.

<p>Economic Vitality 30 points possible</p> <p>Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.</p>	<p>Question 1a (5 points): Does the project provide access within or between two or more regional/local activity centers?</p> <p>Question 1b (5 points): If yes to 1a, does the project either: A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or B) contain freight-supportive elements and improve access in a freight or mixed focus activity center.</p>	<p>Question 2 (10 points): What is the forecasted 2045 population density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?</p>	<p>Question 3 (10 points): Is the project located on the FGTS? Points scaled based on FGTS classification—T-1 through T-5</p>
<p>Cooperation & Leadership 30 points possible</p> <p>Relates to SRTC's role to provide a regional forum to identify regional transportation needs, establish regional priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.</p>	<p>Question 1 (15 points): Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?</p>	<p>Question 2 (15 points): Is the project identified in other agency plans and/or has it gone through a documented public outreach process?</p>	
<p>Stewardship 30 points possible</p> <p>Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.</p>	<p>Question 1 (10 points): Does the project incorporate electrification or other clean fuel strategies?</p>	<p>Question 2 (10 points): Does the project increase resilience by adding redundancy in areas of limited connectivity?</p> <p><i>Note: This question was listed under economic vitality in 2022 Unified List.</i></p>	<p>Question 3 (10 points): Does the project reduce air quality emissions or VHT/VMT?</p> <p><i>Note: This questions relates to the State Vehicle Miles of Travel Targets Proviso.</i></p>

 Grey shading indicates project scores will be binary, based solely on whether or not the criteria is met

Bold text indicates criteria was included in the 2022 Unified List project evaluation criteria

 Yellow shading indicates project scores will be scaled based on the criteria

Operations, Maintenance & Preservation 30 points possible Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.	Question 1 (10 points): Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways? <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>	Question 2 (10 points): Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>	Question 3 (10 points): Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?
Safety & Security 30 points possible Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.	Question 1 (15 points): What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets? Review collision data to see if countermeasures address existing issues. <i>*This criteria directly relates to federal transportation performance management (TPM) requirements.</i>	Question 2 (15 points): Is the project identified in a state or local plan, or an approved prioritized list of safety projects?	
Quality of Life 30 points possible Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.	Question 1 (10 points): Is the project on the Regional Bicycle Priority Network and does it have active transportation elements; or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?	Question 2 (10 points): Is the project on the Regional Transit Priority Network and does it have a transit-supportive element? <i>Examples include new/enhanced transit, bus stops, AT facilities, pavement work, signal improvements, TSMO improvements.</i>	Question 3 (10 points): Does the project extend or fill gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails? <i>Regional trails: Centennial, Children of the Sun, Ben Burr, Fish Lake, Millwood, and Appleway</i>
Equity 30 points possible Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments. <i>*These criteria directly relate to the federal planning factor for equity, the Justice 40 initiative, and the state HEAL Act.</i>	Question 1 (10 points): Does the project directly benefit residents in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	Question 2 (10 points): Does the project incorporate appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities?	Question 3 (10 points): Does the project provide access, or increase transit frequency, between an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities and local/regional activity centers?
			Question 4* (not scored): Does the project include potential negative impacts to areas of potential disadvantage? If yes, please describe efforts to mitigate these impacts. <i>*Question not scored; asked for informational purposes only. SRTC is actively developing a methodology to evaluate negative equity impacts for future updates to the Unified List.</i>

Unified List of Regional Transportation: 2022 Update Project Management Schedule

<i>Estimated Completion Date: Dec 2022</i>	AUG					SEPT				OCT					NOV				DEC			
Project Tasks <i>(Red & blue cells indicate TTC/TAC/Board touches)</i>	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	5	12	19	26
(t1) Develop Draft Criteria				24		8																
(t2) Develop Project Information Form				24		8																
(t3) Project Submittal Period <i>(Sept 12 thru Oct 5)</i>							12			5												
(t4) Finalize Criteria									28		13											
(t5) Develop Draft Project List													26									
(t6) Draft Updated Priority Statements													26		10							
(t7) Finalize Updated Priority Statements																16			8			
(t8) Finalize Project List																16			8			
Project Deliverables <i>(grey cells indicate draft, black cells indicate final)</i>																						
Project Evaluation Criteria				C		B			C		B											
Update Priority Statements											B				B				B			
Project List													C		B	C			B			
Board & Committee Touches																						
TTC/TAC Info Item <i>(Aug 24, Oct 26 meetings)</i>				24									26									
TTC/TAC Action Item <i>(Sept 28, Nov 16 meetings)</i>									28							16						
Board Info Item <i>(Sept 8, Nov 10 meetings)</i>						8									10							
Board Action Item <i>(Oct 13, Dec 8 meetings)</i>											13								8			

Board Feedback

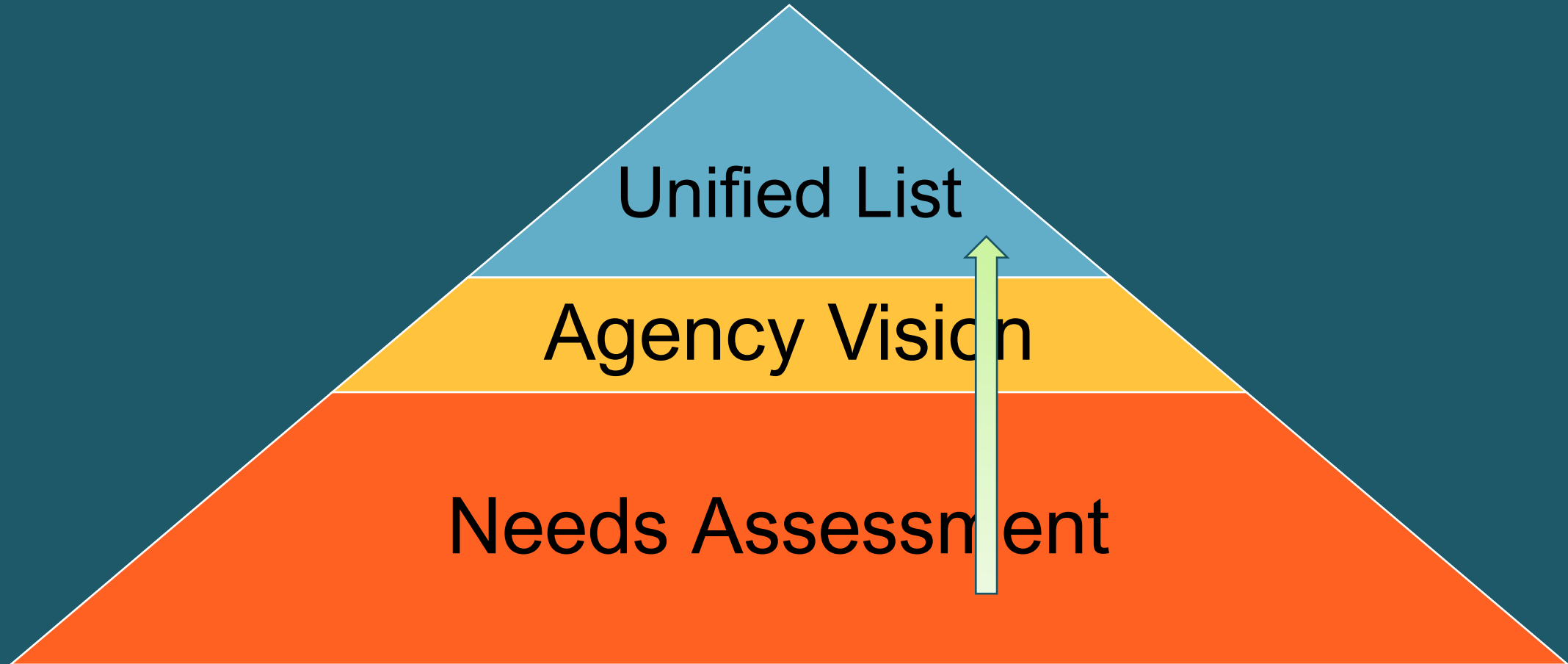
- Should Equity be a focus area recommended for scoring?
- Should Safety be an emphasized as a strategy?
 - Legislative Policy Statements
 - Unified List
- Legislative Statement ideas?

Next Steps

- SRTC Website- Project Submission Form
- Approval of the Process and Criteria- Oct
- Draft Leg. Priority Statements-Oct
- Members submit projects-
Sept 12- Oct 5



Where are we headed



Pipeline Approach



2023 – 2026 Draft Transportation Improvement Program (TIP) Overview

SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

Agenda Item 9, page 28

Informational

September 8, 2021

What is the TIP?

- 4-year program of regional transportation projects
- Any project receiving federal funds or regionally significant
- Full document at [SRTC.org](https://www.srtc.org) under the Transportation Improvement Program tab



SRTC TIP Determination Process



In local 6-year
Transportation
Improvement
Programs



Consistent
with SRTC's
MTP- Horizon
2045



Consistent
with Regional
Plans



Conforms with
State Air
Quality Plans



Fiscally
Constrained



2023-2026 TIP Overview



87 Projects (Total)



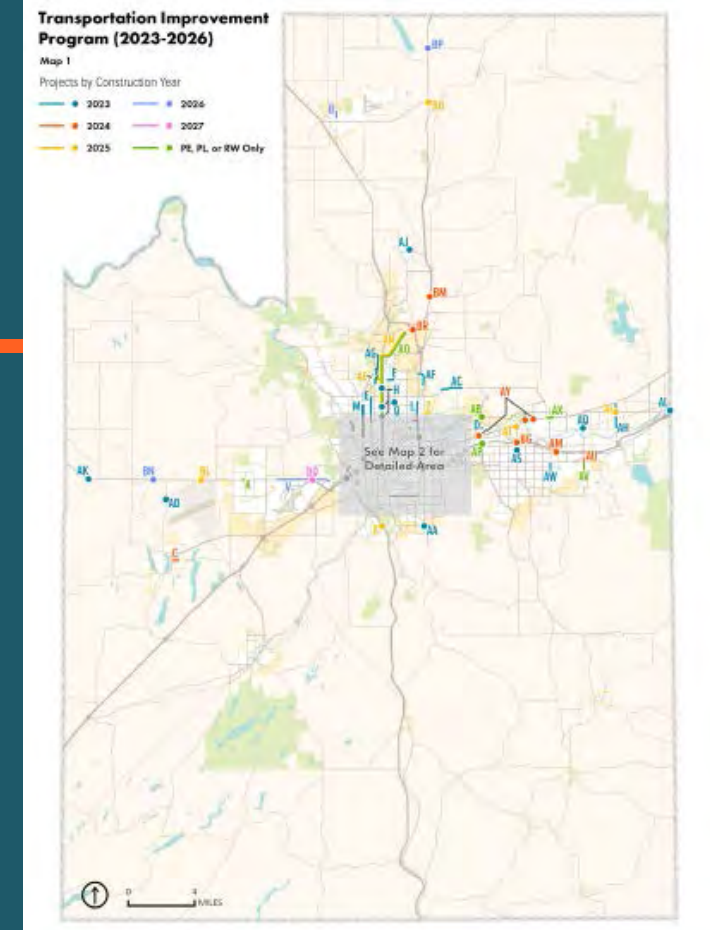
\$1 Billion (4-years)



32 Projects = \$50 M (SRTC Managed)

Project Types

Project Type	Number of Projects	% of Projects	Programmed Amount	% of Program
Bicycle & Pedestrian	11	13%	28,027,428	3%
Bridge	15	17%	38,822,446	4%
High Performance Transit	3	3%	199,401,000	20%
Planning	3	3%	1,734,105	0%
Preservation	9	10%	68,445,706	7%
Rail/Highway Crossing	1	1%	35,497,871	3%
Reconstruction	11	13%	33,225,275	3%
Roadway Capital*	4	5%	17,799,654	2%
Roadway Capital – NSC**	3	3%	502,397,895	49%
Safety	15	17%	14,400,005	1%
Transit	3	3%	70,306,331	7%
TDM	1	1%	1,296,632	0%
TSMO	8	9%	6,177,818	1%
TOTAL	87	100%	1,017,532,166	100%



What's new?

Agency	Project Name
Airway Heights	SR2 Multi-Modal and Pedestrian Enhancements
Deer Park	N Colville Reconstruction
Medical Lake	Lake St ADA Upgrades
Spokane County	Commute Trip Reduction Program 2024-2026
Spokane County	Harvard Rd Reconstruction - Phase 2
Spokane County	Argonne Road and Upriver Drive Intersection Improvement
Spokane County	Cascade Way Reconstruction
Spokane Valley	Trent Ave Access Control Safety Improvements
Spokane Valley	S. Barker Rd. (Appleway-Sprague)
Spokane Valley	2022 Citywide Signal Backplates
Spokane Valley	Argonne I-90 Bridge (PE Only)
Spokane Transit	Division St BRT Project Development
Spokane Transit	I90/Valley HPT Line Park & Ride Construction
Spokane Transit	Division Line: Division BRT Construction and Implementation
WSDOT	I-90/Lincoln, Brown WB Ramps - Bridge Deck Rehab/Expansion Joint Repair
WSDOT	I-90/Latah Creek Crossing - Bridge Rehab
WSDOT	US 2/Sunset Airport I/C - Bridge Deck Rehab/Expansion Joint Repair
WSDOT	US 2/Deep Ck Crossing - Bridge Repair

2023- 2026 TIP Timeline

- Sept 1 to Oct 1 – 30-Day Public Comment Period
- Sept 8 – SRTC Board Informational Item
- Sept 21 – TIP Public Meeting
- Sept 28 – SRTC TAC & TTC Action Item
- Oct 13 – SRTC Board Action Item
- Oct 19 – Projects due to WSDOT
- ~Jan 13 – FHWA/FTA STIP Approval

2023-2026 TIP Public Engagement

General outreach – SRTC's PPP

30-day TIP Public Comment Period

September 1 – October 1, 2022

TIP Public Meeting (Hybrid)

Wednesday, September 21st 12:00 – 1:00 PM

Draft Agenda:

- 2023-2026 TIP Overview
- Project Highlights (Spokane, Spokane County, Spokane Valley)



A nighttime photograph of a cityscape, likely Spokane, Washington. The image shows a dense urban area with numerous buildings, many of which are illuminated with warm yellow and orange lights. In the foreground, a large, multi-story building with a grid-like facade is prominent. To its left, another building features a sign that reads "STC". The city is set against a backdrop of dark, forested hills. In the lower-left corner, a sign for "PRIME TIME" is visible. The overall atmosphere is vibrant and urban.

Thank you!

Kylee Jones

Associate Transportation Planner III

Spokane Regional Transportation Council

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2022 FFY Transportation Improvement Program (TIP) Obligation Target

SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

Agenda Item 10, page 30

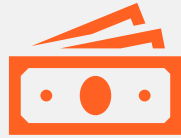
Informational

September 8, 2021

Federal Funding- Obligation Targets



2022 FFY Obligation Target = \$12.79M



June 1st - Internal target date

July 31st - State target date

Sept 30th - Last day to meet target (State)



Presently at 100% of target as of Sept 1st

Big News



Congratulations to local agencies for meeting annual obligation target



No sanctions!



Some projects received additional funding from WSDOT Local Programs

Project Title	Agency	Phase	Anticipated FY 2022 Obligation	Amt. Obligated to date	Delivery Status
Highway 2 Shared Use Path Gap Project	Airway Heights	PE	\$11,371	\$10,950	3/21/2022
Highway 2 Shared Use Path Gap Project	Airway Heights	CN	\$217,127	\$217,969	7/7/2022
Washington Street Preservation	Cheney	PE	\$34,500	\$44,128	3/14/2022
Washington Street Preservation	Cheney	CN	\$376,172	\$376,171	5/23/2022
E Crawford Preservation	Deer Park	PE	\$29,174	\$29,174	1/24/2022
E Crawford Preservation	Deer Park	CN	\$470,957	\$470,957	5/23/2022
Argonne Road Congestion Relief	Millwood	PE	\$33,220	\$33,220	1/5/2022
Argonne Road Congestion Relief	Millwood	CN	\$2,345,214	\$77,178	June
Driscoll/Alberta/Cochran Sidewalk	Spokane	PE	\$130,000	\$130,000	2/23/2022
Haven Street Grind and Overlay*	Spokane	PE	\$81,692	\$81,962	5/31/2022
Maple St Chip Seal*	Spokane	PE	\$57,484	\$57,484	5/31/2022
Spokane Falls Blvd	Spokane	PE	\$500,000	\$500,000	5/31/2022
Thor/Freya from Hartson to Sprague*	Spokane	CN	\$1,250,000	\$1,250,000	Aug
57th Ave Freya St Roundabout	Spokane Co.	RW	\$66,000	\$119,839	June
Brooks Road	Spokane Co.	CN	\$2,097,804	\$2,097,804	6/21/2022
Commuter Trip Reduction Program	Spokane Co.	PL	\$294,000	\$293,776	June
Elk Chattaroy Preservation*	Spokane Co.	CN	\$519,969	\$532,529	July
Freya Street Preservation	Spokane Co.	PE	\$102,000	\$102,000	Sept
Little Spokane Connection Rd Pathway	Spokane Co.	CN	\$415,400	\$415,400	5/16/2022
2023 Metropolitan Transportation Planning*	SRTC	PL	\$350,000	\$350,000	2/8/2022
Broadway at I-90 Preservation	Spokane Valley	PE	\$66,966	\$68,335	4/4/2022
Pines Road/BNSF Grade Separation	Spokane Valley	RW	\$2,940,000	\$2,940,000	5/16/2022
Pines and Mission Intersection Improvements	Spokane Valley	RW	\$166,900	\$265,385	4/25/2022
Sprague Avenue Preservation	Spokane Valley	CN	\$1,763,115	\$1,718,954	4/25/2022
Wilbur Road Sidewalk: Boone to Mission	Spokane Valley	CN	\$487,800	\$487,800	5/12/2022
Subtotal of Obligations w/out Argonne			\$12,461,651	\$12,671,015	
FY 2022 1st Quarter Obligations			\$231,536	\$231,536	
Anticipated Project Deobligations (counts against the balance)			(\$451,242)	(\$56,599)	
Obligation tracking to \$12,790,000 target			\$12,241,945	\$12,845,952	

A nighttime photograph of a cityscape, likely Spokane, Washington. The image shows a dense urban area with numerous buildings, many of which are illuminated with warm yellow lights. In the foreground, a large, multi-story building with a grid-like facade is prominent. To its left, a smaller building with a sign that reads "STCO" is visible. The city is set against a backdrop of dark, forested hills. In the lower-left corner, a sign for "PRIME TIME" is visible. The overall scene is a vibrant display of city lights at night.

Thank you!

Kylee Jones

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